

1. A running gear for a railway vehicle comprising at least one wheelset, a running gear frame (3) which is supported on said wheelset by means of a primary suspension (4), a secondary suspension for supporting a coach body (5) on the running gear frame, a tilting device for controlled tilting of the coach body (5) about a longitudinal axis of the railway vehicle and a transversal suspension (24, 25), wherein said transversal suspension (24, 25) or a transversal damping (16) are arranged above the secondary suspension (6) and below the bottom of the coach body (5) and wherein an intermediate support (10) is arranged above the secondary suspension (6) which supports a control member (15) for adjusting the tilt of the coach body (5) with respect to the running gear frame (3), characterised in that the intermediate support (10) has a recess (18) through which a holder (17) which supports the transversal suspension (24, 25) or transversal damping (16) projects.
2. The running gear according to claim 1, characterised in that the secondary suspension (6) is formed by at least two suspension units, wherein the transversal suspension (24, 25) is arranged approximately centrally between the suspension units.
3. The running gear according to claim 1 or claim 2, characterised in that the transversal suspension (24, 25) is supported on the running gear frame (3) by the holder (17), wherein said holder (17) extends from the running gear frame (3) as far as a level above the secondary suspension (6).
4. The running gear according to claim 3, characterised in that the holder (17) is arranged approximately centrally between two suspension units of the secondary suspension (6).

5. The running gear according to claim 3 or claim 4,
characterised in that the running gear frame (3) has two transversal supports wherein the holder (17) supporting the transversal suspension is connected to the two transversal supports.
6. The running gear according to claim 2 or claim 4,
characterised in that the suspension units are constructed as air springs (6).
7. The running gear according to claim 2, 4 or 6,
characterised in that the suspension units each have an air spring bellows (7), an auxiliary volume (8), and an auxiliary spring (9) acting in a vertical direction.
8. The running gear according to any one of claims 1 to 7,
characterised in that the transversal damping (16) is formed by a transversal damper.
9. The running gear according to any one of claims 1 to 8,
characterised in that the transversal suspension is formed by at least one active or semi-active transversal suspension device (24, 25).
10. The running gear according to any one of claims 1 to 9,
characterised in that, viewed in the direction of travel of the railway vehicle, respectively at least one cross spring (20) is arranged before and behind the secondary suspension (6).

11. The running gear according to claim 10,
characterised in that the cross springs (20) are each arranged in the area of niches of the running gear frame (3).
12. The running gear according to any one of claims 1 to 11,
characterised in that at least one roll stabiliser (22) is attached to the running gear frame (3).
13. The running gear according to claim 14,
characterised in that the tilting device comprises at least two rollers (11) which rest on curved or flat roller tracks (13), wherein the flat roller tracks are inclined towards a point of intersection, and wherein a control member (15) for adjusting the tilt of the coach body (5) in relation to the running gear frame (3) is arranged between the rollers (11).
14. The running gear according to claim 13,
characterised in that rollers (11) of the tilting device are supported on the intermediate support (10).
15. The running gear according to claims 13 and 14,
characterised in that a roll stabiliser (22) is connected to the intermediate support (10) by means of a guide member (23).
16. The running gear according to any one of claims 1 to 15,
characterised in that the transversal suspension comprises at least one progressively acting cross spring which limits a lateral displacement

between the running gear frame (3) and the coach body (5) or the intermediate support (10).

17. The running gear according to any one of claims 1 to 16, characterised in that at least one vertical damper (21) is arranged parallel to the secondary suspension.
18. The running gear according to claim 17, characterised in that the vertical damper (21) is attached to the running gear frame (3) and the intermediate support (10).
19. The running gear according to claim 13 or 14, characterised in that the roller tracks (13) are formed on a coach body crossbar (12).
20. The running gear according to claims 19, characterised in that one end of the control member (15) is supported on the coach body crossbar (12).
21. The running gear according to claim 19 or 20, characterised in that the coach body crossbar (12) is connected to the coach body (5) by means of connecting elements (14).